

# The Hongkong Telegraph.

No. 2311.

THURSDAY, AUGUST 15, 1889.

SIX DOLLARS  
PER QUARTER

## Banks.

### RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3 SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3 1/2 per annum will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

G. E. NOBLE,  
Chief Manager.

Hongkong, 1st January, 1889.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....\$7,500,000.  
RESERVE FUND .....4,500,000.  
RESERVE LIABILITY OF PROPRIETORS .....7,500,000.

COURT OF DIRECTORS—  
CHAIRMAN—W. H. FORBES, Esq.  
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.  
W. G. BRODIE, Esq.  
T. E. DAVIES, Esq.  
J. F. HOLLIDAY, Esq.  
Hon. J. J. KESWICK.  
Hon. B. LAYTON.

CHIEF MANAGER.  
HONGKONG—G. E. NOBLE, Esq.  
MANAGER.  
SHANGHAI—JOHN WALTER, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.  
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—  
For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.  
CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.  
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,  
Chief Manager.  
Hongkong, 20th May, 1889.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....\$2,000,000.  
PAID-UP CAPITAL .....\$500,000.

LONDON:  
Head Office.....40, Threadneedle Street.  
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, Issues LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:  
Fixed for 12 months, 5 per cent. per annum.  
ON CURRENT DEPOSIT ACCOUNTS at 2 per cent. per annum on the Daily Balance.

AGENCY DEPARTMENT:  
For the convenience of those returning to Europe an Agency Department has been added to the ordinary business of the Bank for the transaction of Personal Agency of every description. Pay and Pensions collected. Baggage cleared, warehouse or forwarded. Insurances effected. Circular Notes and Letters of Credit issued.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.  
H. A. HERBERT,  
Manager.  
HONGKONG BRANCH.

NOTICE  
THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the Provisions of No. 121 of the Articles of Association the General Agents have this day declared an INTERIM DIVIDEND of 10 per cent. for the Half Year ended 30th June, 1889, on the paid up Capital of the Company.

Dividend Warrants payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on the 26th instant, will be issued to Shareholders on the Register on the 24th August.

THE TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 2nd August, 1889.

## Intimations.

### W. POWELL & CO.

10 BUILDERS AND CONTRACTORS.

JUST LANDED.

A NEW STOCK OF

FIRE GRATES.

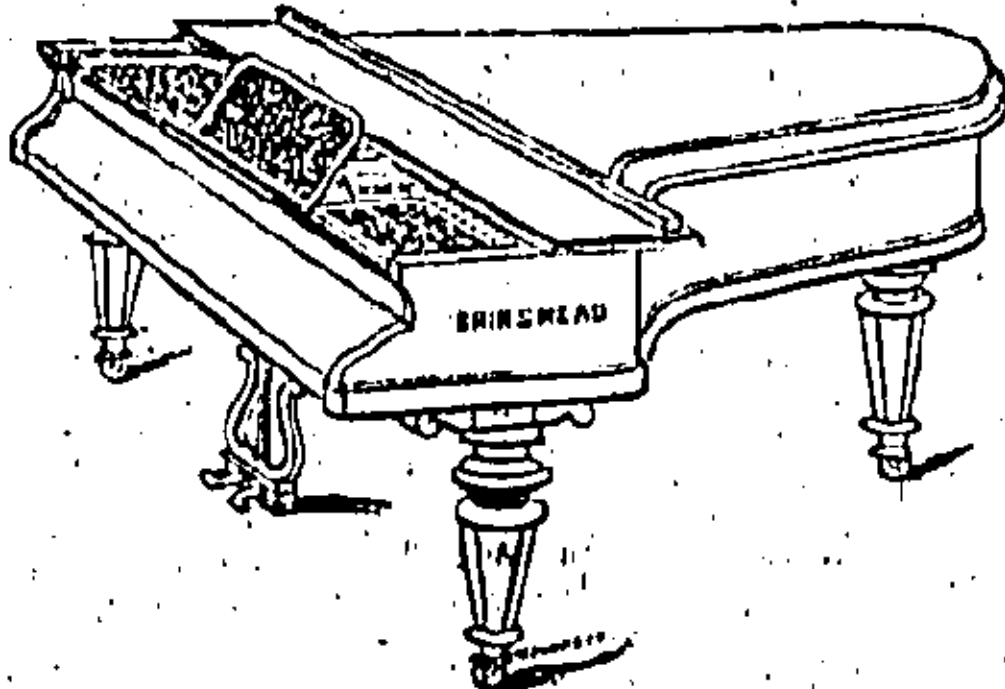
W. POWELL & CO.

Victoria Exchange, Hongkong, 9th August, 1889.

JUST RECEIVED.

A LARGE SHIPMENT OF

BRINSMEAD'S PIANOS.



PRICES, FROM \$300 CASH OR ON THE TWO YEARS' SYSTEM FROM \$14 PER MONTH OR OTHER EASY METHODS OF PAYMENT.

KELLY & WALSH, LIMITED,  
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 2nd August, 1889.

### HALL & HOLTZ C. CO., LIMITED.

GENTLEMEN'S OUTFITTING DEPARTMENT.

HAVE JUST RECEIVED.

TROPICAL RAIN COATS, UMBRELLAS, Calf and KID BOOTS and SHOES.

Also,

A NEW STOCK OF EARLY AUTUMN HOSIERY, GLADSTONE BAGS, PORTMANTEAUS, STEEL TRUNKS, SOILED LINEN BAGS, RUG STRAPS, TRUNK STRAPS, &c., &c., &c.

THE HALL & HOLTZ CO-OPERATIVE LTD

Hongkong, 13th August, 1889.

A. HAHN,  
PIANO TUNER AND REPAIRER.  
ON HIRE PIANOS FOR SALE.

Address: c/o HONGKONG HOTEL or No. 25, CAINE ROAD.  
Hongkong, 24th December, 1888.

### ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

PREPARATORY TO RECEIVING OUR NEW AUTUMN GOODS, WE ARE OFFERING A SELECTION OF LIGHT WEIGHT COATING, in all shades; SUMMER SUITING and TROUSERING, at very much reduced prices.

SUIT from \$15. COAT from \$10. PANTS from \$5.

QUEEN'S ROAD (Opposite HONGKONG HOTEL).  
Hongkong, 10th July 1889.

### W. BREWER.

HAS JUST RECEIVED.

SPLENDID assortment Card Cases, Ladies' Hand Bags, Pocket Books, &c.  
New Fancy Writing Papers.  
New and large assortment Toys for all ages.  
Tennis Bats, Demon, Champion, Tennis, &c.  
Tennis Balls from 2.50 per dozen.  
Colored India Rubber Balls.  
Glass Port Sherry and Liqueur Glasses, \$1 per dozen.  
Handsome Epergnes, Flower Vases, &c.  
Glass Insulators for Pianos.  
New Photographs of Hongkong, Macao & Canton.  
Splendid Japanese Photo Albums.  
ongkong, 31st July 1889.



HAVE RECEIVED THEIR FIRST SHIPMENT

NEW SEASON'S EXTRA FINEST ISIGNY BUTTER.

in 1 lb. and 2 lb. Tins.

Also,

FINEST ISIGNY BUTTER in 25 lb. Cans for Hotels.

LANE, CRAWFORD & Co.

Hongkong, 9th August, 1889.

## Auctions.

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 20th August, 1889, at 3 P.M.,

on the Spot.

ALL THAT PIECE or PARCEL of GROUND, Registered in the Land Office as INLAND Lot No. 428, with 13 Substantial Three-Storey HOUSES newly erected thereon, and measuring North 115° 23' on Inland Lot No. 429, South 114° 8' on Cross Street, East 99 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,378 square feet, and Annual Crown Rent, \$174.

ALL THAT PIECE or PARCEL of GROUND, Registered in the Land Office as INLAND Lot No. 429, with 13 Substantial Three-Storey HOUSES newly erected thereon, and measuring North 115° 23' on Inland Lot No. 428, East 108 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,512 square feet, and Annual Crown Rent \$190.

ALL THAT PIECE or PARCEL of GROUND, Registered in the Land Office as MARINE Lot No. 116, with 13 Substantial Three-Storey HOUSES newly erected thereon, and measuring North 116° 5' on Praya East, South 115° 10' on Inland Lot No. 429, East 101 feet on Sui Kai Lane, and West 99 feet on Albany Street. Total Area 11,512 square feet, and Annual Crown Rent \$190.

The above Lots are held from the Crown for the Remaining Portion of the unexpired term of 999 years.

The above Lots will be subdivided into 47 lots, which will first of all be put up and afterwards, if necessary, each of the said lots No. 1 to 47, and No. 23, of the remaining portions thereof, will be put up as a whole.

For further Particulars of the Property and Conditions of Sale, apply to

ARTHUR B. ROYK,

Solicitor to Vendor,

2, D'Aguiar Street;

or to

C. F. HAYLLAR,

Architect,

or to

G. R. LAMMERT,

Auctioneer,

Duddell Street.

Hongkong, 9th August, 1889.

TO BE SOLD

PUBLIC AUCTION, by Mr. H. N. MODY, Auctioneer, on

MONDAY,

the 26th August, 1889, at 5 P.M.,

on the Premises.

ALL THAT VALUABLE LEASEHOLD Residential Property situated in Garden Road, Victoria, Hongkong, opposite the Albany and known as "Harperville" and comprising Inland Lot No. 1,213 and Section C of Inland Lot No. 648, with a total area of 1,900 square feet.

There is a good tennis lawn attached to the House and the usual servants' quarters. The premises have a frontage to the Garden Road of 227 feet and the Ground is adapted for building a Terrace of Houses thereon.

The Property is held from the Crown for the residues of two several terms of 999 years each and will be sold subject to the existing tenancy thereof. Particulars and Conditions of Sale may be obtained, and the sale plan, inspected at the Offices of

Messrs. WOTTON & DEACON,

Solicitors,

35, Queen's Road;

and of

THE AUCTIONEER.

Hongkong, 12th August, 1889.

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 15th inst., will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 15th instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 9th August, 1889.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "GAELIC"

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,  
Agent.

Hongkong, 13th August, 1889.

## Shipping.

STEAMERS.

FOR NINGPO AND SHANGHAI.

THE Steamship

"AMOY,"

Captain R. Köhler, will be despatched for the above Ports, on SATURDAY, the 17th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, 14th August, 1889.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamship

"CHOW FA,"

Captain F. W. Phillips, will be despatched for the above Ports, on SUNDAY, the 18th August, at DAYLIGHT.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 14th August, 1889.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"NIZAM"

will leave for the above places, on TUESDAY, the 20th August, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 14th August, 1889.

STEAM TO STRAITS AND BOMBAY.

Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship

"THIBET"

will leave for the above places, on TUESDAY, the 20th August, at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 15th August, 1889.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"

will leave for the above place about 24 hours after her arrival.

E. L. WOODIN, Superintendent.

Hongkong, 13th August, 1889.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ROHILLA"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 13th August, 1889.

THE "GIBB" LINE.

THE Departure of the Steamship

"CHAZEE,"

Captain Scotland, for AUSTRALIAN PORTS (via FOCHOH) is postponed until further notice.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, 10th August, 1889.

SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 L. I. American Barque

"HAYDN BROWN"

Havener, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to REUTER, BROCKELMANN & Co.

Hongkong, 1st August, 1889.

FOR NEW YORK.

THE 3 1/2 L. I. American Barque

"RICHARD PARSONS,"

Thorndike, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 25th July, 1889.

## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GANGES," Captain S. J. Alderton, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on SATURDAY, the 24th August, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 14th August, 1889.

## Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY, THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th September, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
To Liverpool.....325.00  
To London.....330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 15th August 1889.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC"

will be despatched for San Francisco, via Yokohama, on MONDAY, the 26th August, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$2







nor did you ask. Moreover, how could it have been possible for one young lady, already engaged, hard and fast, to be engaged at the same time to another person? Then to ease the embarrassment of bride and mother-in-law, some one quoted the words of the verses that "in seeking a wife, virtue should be first sought after and then beauty; beauty without virtue makes a household a hell, whereas virtue without beauty crowns a family with heavenly light." Peace was then made and the persecuted bride has obtained a haven of rest at last. But the go-between remains to mourn the loss of one-half of the reward which had been promised him at the conclusion of the nuptials by the shrewd materfamilias.

## LOUISE—A REVERIE.

A late cablegram informs us that the Sovereign Lady who governs the Empire and defends its faith for a trifle over £600,000 a year, has applied to her Parliament for an additional £10,000 per annum to supply her grandson with pocket-money, and a yearly subsidy of £3,000 for her granddaughter's dot. The princess, a young woman of two or three-and-twenty, is about to wed a person named Duff—none of the home papers appear to give more than two-thirds of his name—whose descent from the noblemen that bisected the bloody Machbeth is established by a chain of evidence every link of which will stand any reasonable strain. As a rule, it is not wise to examine genealogical tables too closely, especially when, as in the present case, the first loop of the vinculum is hitched to a Scottish aristocrat of the 11th century. In all long genealogical descents occasional breaks may be expected—fractures that seldom thoroughly unite, in spite of the care taken by posterity to weld the broken parts. It would be wrong to judge high-born people whether of the present or of the past by the standard of morality or fair-dealing which the lower orders of society—such as tradesmen, artisans, labourers and domestics—are supposed to reach. Noble lords and dames are so exposed to temptations unknown to their inferiors that it would be absurd to expect them to conform rigidly to rules intended for the vulgar only. Thus morality, like law, resembles a net, which catches little fishes but allows big ones to break through. Eccentricities of lineage are avoided by those nations which trace descent through the female. The wisdom of this method is too obvious to be more than mentioned. The rocky nature of the soil on which the present Empire is built is proverbially concerning the wisdom of the child that knows its own paternal relative. The case, too, with which ambitious men can be supplied with pedigrees to their liking may be fully illustrated by the Victorian Knight who, for a modest expenditure, was accommodated with Owen Glendower as an ancestor. Had the outlay been greater it is pretty certain that a Plantagenet or a Norman monarch would have been found in the direct line. It is time to return to Alexander William George Duff, sixth Earl of Fife, and his intended bride, the princess Louise, daughter of our coming King. Owing to the care taken of the family estates during the long years since Mac "put a head" on Cawdor by removing his proper one; as well as to the opportunities afforded by the Reformation, and the three succeeding centuries for securing Church lands and enclosing commons, the Earldom of Fife is now worth at least £700,000 a year, exclusive of what are known in some circles as the "puckwits" arising from holding a stick at Court ceremonials and dressing like a medieval merry andrew. The present holder of the title is a *blast* of it. It is to provide his *finer* with pin-money, and his *finer* with an establishment at a royal knook, which rounds through the Empire, has once more been heard at the door of the British Treasury. Let us see what the knocker and her's have done for the land of their adoption.

Just 200 years ago the last made Stuart, a narrow and cruel bigot, made a mistake that cost him a crown and left a heritage of vagabondage and pauperism to his descendants. Blinded by the abject doctrine of "passive obedience" taught by a generation of greedy churchmen, he entertained the project of extending a royal toleration towards his Roman Catholic subjects, and curtailing the savagely-exercised powers of the establishment. "The men," he thought, "who have thundered unhesitating submission from a thousand pulpits since the return of our House, 28 years since, will surely practise what they preach." The sequel taught him that the priest will destroy the whole fabric of society rather than yield the dearly-loved power to persecute. James might giggle and burn and boot Scotch Covenanters to his heart's content, might massacre West Country peasants by hundreds and employ the bloody Jeffries to finish the job by hanging half a country-side and sending the balance to savage slavery in the Plantations. But still he showed a disposition to confine ecclesiastical privileges within narrower bounds the Church of England made no sign. He forgot that the man who preaches unquestioning obedience to the Divine will when his neighbour's house is on fire fails to see the virtue of patience when the blaze reaches his own. It was the folly of James that paved the way for the present reigning House 26 years after his fall. And, surely, since the Prophet Samuel was the first to choose a king, a king to reign over them, no El Dorado has ever been discovered by mankind that will compare with the one on which the Guelph family pegged out its claim nearly two centuries ago. It was on rising from a perch of the lives of the Georges and the grotesque William that the American editor wrote in the bitterness of his soul: "Britons never shall be slaves! D—n them, they've never been anything else."

What has this foreign family done that during the long period of 170 years its members and dependents have had English gold in billions and English lives in millions to pour out like water? Have its actions been distinguished by any of the characteristics that with meander mortals command respect? Have they been talented, sober, honourable, liberal or humane—good fathers, mothers, sons, daughters, husbands or wives? Such questions provoke a smile. Their talents were those of the tramp and the lady's maid, while, of the other attributes mentioned, the least said the better. The first George counselled them to follow his fortunes to England to lay their hands on everything within reach, as there was no knowing when they would be served with a writ of ejectment. Says Thackeray: "The German women plundered, the German secretaries plundered, the German cooks and attendants plundered, even Moustapha and Mahomet, the German negroes, had a share of the booty." "A flight of hungry Hanooverians," adds Lord Mabon, "like so many famished vultures, fell with keen eyes and bended talons on the fruitful soil of England." In the meantime the earliest George put his wife in prison, having first taken care to have her lover, Count Kousmark, murdered. He secured valuable properties by burning the will bequeathing them to other persons. To drive away dull care during the incarceration of his wife he kept a scraggle in which were installed a bevy of German beauties, one of whom was known as the "Grille" by irreverent Cockneys, while another passed through this vale of tears under the pet name of the "Elephant." It was longitudinal development that suggested the former sobriquet; and individual the latter. As Chesterfield said when his sovereign was no more: "No woman

came amiss to him if she were only very willing and very fat." For 13 years this estimable monarch defended with such success the faith of which he did not believe a word, that every bishop in the kingdom declared heaven to be the only haven for so wise, so prudent, and so kind a master.

The tale of the four Georges and of their immediate successors has been told too often and too well to be more than glanced at here. Indeed, no reference would have been made to such a humiliating chapter in the history of a great nation but for the necessity of saying something concerning the progenitors of the young people who, bred to uselessness, now demand support from a society to whose welfare they contribute nothing—a society to which, but for the marvelous flunkeyism of its members, might be trusted to treat such claims with decision. It might be told how George II., a creature too mean even for ridicule, spent eighty millions of British money to subsidize continental harpies and defend Hanover; now, when the third of the name occupied the throne, the Britons who would never submit to be slaves spent, at the bidding of a madman, £140,000,000 to lower the flag of one nation and £1,000,000,000 to haul down that of another; how the first gentleman in the kingdom had the education of a scullion; the manners of a dancing-master, and the morals of a trull; and how the sailor-king was usually mistaken for a boatswain when he wasn't taken for a circus-clown. But, as the history of those droll people is within the reach of all, enough has been said to invite attention to the singular circumstance of a powerful State's having searched among foreigners for a family suitably stupid and depraved to rule when so many seeds of the kind could be found at home. Truly, it is not without justice that society has been compared to a flock of pigeons in which, out of a hundred birds, ninety-eight are strong, hearty and active, while two are weak and useless. The strong gather grain in quantities for the weak, thus prolonging valueless lives. To complete the analogy it is but necessary to mention the fact that if one of the industrious gatherers gets sick and attempts to take a few grains from the store he helped to fill, the others fall on him and pluck him to pieces.

In order to live at all, one has either to work, to steal, or to beg. Some persons, it is true, trust to all three in order to make ends meet, while others avoid the first and depend chiefly on the remainder. It would be cruelly unjust to say that the talented family in possession of the British Crown has ever practised the foremost of the three methods. The second plan, too, has of late fallen somewhat into disuse, so that the Sovereign and her *clientele* are obliged by necessity to depend principally on the third. It has been estimated that the present ruler and her descendants have cost considerably over £200,000,000. This estimate, although high, is probably within the mark, as it is next impossible to obtain a true balance-sheet owing to the innumerable perquisites of royalty. It was only by persistent efforts that Sir Charles Dilke ascertained the fact that the fact that £803 a year was paid as a perpetual pension in lieu of "prisaige and butlerage on wines in the Duchy of Lancaster," while the Queen's "clock-maker" and the Buckingham Palace "rattacher" were generally supplied with milk by that phenomenally patient cow, the British public. A recent writer observes: "The sin of bringing into the world children whom they cannot or will not support is one frequently hurled at working men and women. But what does this royal person do with impunity? She charges the nation some £170,000 per annum for the maintenance of her child-bodied sons, daughters and relatives. Nor is this all. The young lady is commanded by a cousin who, had he enlisted, might perhaps have become a bombardier or even full corporal, but could scarcely qualify for the post of sergeant; while one of the bravest fleets that sails the seas is led by a middle-aged prince, who receives about £30,000 a year for fiddling badly in the Mediterranean.

This recent attempt, however, to afford a grateful country the privilege of supporting the Monarch's grand-children appears to have at length at last even the sluggish blood of a Tory House of Commons. The young lady's pension draw from various sources about £100,000 a year; her grand-mother is by far the richest woman in Europe—probably in the world—while her sweetheart has an income which, if capitalised, would build a powerful squadron. Yet, with all these reservoirs of riches which, it is almost certain, need but tapping in order to yield streams of strength, even as water spouted from the rock at the first application of Moses' rod, the poor girl has to apply to public charity for help to procure a trousseau and for some slight guarantee that any little commensurate assistance from the match will be repaid from mendicancy till sufficiently old to beg on their own account. In the "stand and deliver" line the Guelphs have done brave things in their day. But the present attempt, so far as coolness (we almost wrote cheek) is concerned, stands a head and shoulders above all its predecessors. If successful, as it probably will be, foreign Royal Houses will indulge in vain regrets that their progenitors were not invited to uphold religion and liberty in England at the beginning of the 18th century. It is not pleasant to think of your monarchical cousins cropping such succulent herbs in one paddock, while you are obtaining a scanty subsistence by browsing on the well-cropped tufts in the next. Of a verily England contains many people, "mostly fools."—*Sydney Bulletin*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrophula, General Debility, Weak Digestion, Rheumatism, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

## HONGKONG TEMPERATURE.

(Fr. M. Messrs. Geo. Palmer &amp; Co.'s Register.)

| To-day.                   | Thermometer—5 A.M. | Thermometer—1 P.M. | Thermometer—5 P.M. | Thermometer—10 P.M. | Thermometer—Mean (24 hours) |
|---------------------------|--------------------|--------------------|--------------------|---------------------|-----------------------------|
| Barometer—5 A.M.          | 30.1               | 30.2               | 30.3               | 30.4                | 30.25                       |
| Barometer—1 P.M.          | 30.2               | 30.3               | 30.4               | 30.5                | 30.35                       |
| Barometer—5 P.M.          | 30.3               | 30.4               | 30.5               | 30.6                | 30.45                       |
| Barometer—10 P.M.         | 30.4               | 30.5               | 30.6               | 30.7                | 30.55                       |
| Barometer—Mean (24 hours) | 30.5               | 30.6               | 30.7               | 30.8                | 30.65                       |

## CHINA COAST METEOROLOGICAL REGISTER.

14th August, 1889.—At 4 p.m.

| STATION  | Wind  | Barometer | Thermometer | Humidity | Clouds | Sea | Weather |
|----------|-------|-----------|-------------|----------|--------|-----|---------|
| Wanchow  | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Shanghai | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Amoy     | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Hongkong | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Swatow   | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Keelung  | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Keelung  | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |

15th August, 1889.—At 10 a.m.

| STATION  | Wind  | Barometer | Thermometer | Humidity | Clouds | Sea | Weather |
|----------|-------|-----------|-------------|----------|--------|-----|---------|
| Wanchow  | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Shanghai | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Amoy     | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Hongkong | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Swatow   | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Keelung  | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |
| Keelung  | SE 10 | 30.1      | 81          | 85       | 100    | 10  | Cloudy  |

The centre of the typhoon has probably entered the mainland to the west of Hongkong.

1-Hammer reduced to level of the sea in inches, tenths and hundredths. 2-Temperature in the shade in degrees Fahrenheit. 3-Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4-Direction of the wind in points. 5-Force of the wind according to Beaufort's scale. 6-State of the weather. 7-Clouds, 8-Detached clouds. 9-Drifting rain. 10-Glaze. 11-Hail. 12-Lightning. 13-Thunder. 14-Fog. 15-Snow. 16-Rain. 17-Snow. 18-Thunder. 19-Visibility. 20-Direction of the wind. 21-Force of the wind. 22-Direction of the wind. 23-Force of the wind. 24-Direction of the wind. 25-Force of the wind. 26-Direction of the wind. 27-Force of the wind. 28-Direction of the wind. 29-Force of the wind. 30-Direction of the wind. 31-Force of the wind. 32-Direction of the wind. 33-Force of the wind. 34-Direction of the wind. 35-Force of the wind. 36-Direction of the wind. 37-Force of the wind. 38-Direction of the wind. 39-Force of the wind. 40-Direction of the wind. 41-Force of the 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## Commercial.

TO-DAY.  
THE SHARE MARKET.

Share business continues of such a nominal and unreliable character that any comments on actual transactions, unless in a few instances, would only tend to mislead. Owing to a combination of causes, which we may be able to explain later on, the market has been, as dead as the proverbial herring for days past, nor does there appear to be much hope for an early revival of the busy times of a few short weeks ago. The desolation on the 'Rialto' is all but universal, and members of the fraternity who were credited with having realised handsome fortunes out of the various 'booms' and 'corners' are looking as cheerful as mutes at a funeral. Money is scarce, the banks have pulled a tight rein on overdrawn accounts, and operators on 'paper' margins find their occupations gone. As we pointed out long since, all this was inevitable, and it can only have come as a surprise to those who refused to look beyond the hour.

Stocks all round have, as a natural result of the general depression, fallen considerably, and the tendency is still downwards. The gambling mania has run its course, and the hollow foundation of the ridiculous 'booms' in certain scrips having completely collapsed, people are now able to estimate them at something like their actual value. Banks remain fairly steady at 179, although nothing in the shape of business worth mentioning has been reported. Docks have dropped to 75, and are quite friendless at that rate, while Steamboats were sold this morning at 41 and 40. Both Sugar stocks have had the bottom knocked out of them; China Sugars are quoted at something between 268 and 273, and Luzons are nominally at 109 for the end of the month. Punjoms have fluctuated considerably, but no liberties have been attempted with this first-class gambling medium, and there are cash buyers at 25 to 26. The Wharf and Godown Co.'s and the Tongkin Coal Mining Co.'s scrips have greatly depreciated, as have Jelebus, Selamas, and other kindred stocks. Land Investments have fallen, owing to another reported Chinese position, as low as 133, but a few shares changed hands this afternoon at 134 and 135, and there are further buyers. Other quotations may be taken for whatever they are worth.

**CLOSING QUOTATIONS.**  
Hongkong and Shanghai Bank—179 per cent. premium, sellers.  
Union Insurance Society of Canton—\$100 per share, buyers.  
China Traders' Insurance Company—\$81 per share, buyers.  
North China Insurance—Tls. 330 per share, buyers.  
Canton Insurance Company, Limited—\$140 per share, buyers.  
Huiyuan Insurance Association—Tls. 100 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150, per share.  
Hongkong Fire Insurance Company—\$385 per share, sellers.  
China Fire Insurance Company—\$85 per share, buyers.  
Hongkong and Whampoa Dock Company—75 per cent. premium, sellers.  
Hongkong, Canton, and Macao Steamboat Co.—\$41 per share, sales and sellers.  
China and Manila Steam Ship Company—137 per share.  
Hongkong Gas Company—\$135 per share, sellers.  
Hongkong Hotel Company—\$40 per share, nominal.  
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
Indo-China Steam Navigation Company, Limited—10 per cent. div., sellers.  
Douglas Steamship Company—\$83 per share, sellers.  
China Sugar Refining Company, Limited—\$273 per share, sellers.  
Luron Sugar Refining Company, Limited—\$109 per share, sellers.  
Hongkong Ice Company—\$124 per share, sellers.  
Hongkong and China Bakery Company, Limited—\$80 per share.  
Hongkong Dairy Farm Co., Limited—\$16 per share, buyers.  
A. S. Watson & Co., Limited—\$12 per share, premium, sellers.  
Chinese Imperial Loan of 1884 B—24 per cent. premium, buyers.  
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
Chinese Imperial Loan of 1884 E—11 per cent. premium.  
Hongkong Rope Manufacturing Company, Limited—\$150 per share, sellers.  
The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
Punjom and Sunghie Du Samantan Mining Co.—\$25 per share, sales and buyers.  
Hongkong and Kowloon Wharf and Godown Company—\$173 per share, ex. div., sales and sellers.  
Tongkin Coal Mining Co.—\$550 per share, sellers.  
The Hongkong High-Level Tramway Co., Limited—110 per cent. prem., sellers.  
The East Borneo Planting Co., Limited—\$50 per share, sellers.  
The Songel Koyah Planting Co., Ltd.—\$50 per share, buyers.  
Crutchfield & Co., Ltd.—\$40 per share, nominal.  
The Steam Launch Co., Limited—nominal.  
The Austin Arms Hotel and Building Co., Ltd.—per nominal.  
The China-Borneo Co., Ltd.—\$50 per share, buyers.  
The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.  
The Green Island Cement Co. (Old issue)—\$45 per share, buyers.  
The Green Island Cement Co. (New issue)—\$14 per share, buyers.  
The Hongkong Land Investment Co., Ltd.—\$134 per share, sales and buyers.  
The Hongkong Electric Light Co., Ltd.—\$7 per share, sellers.  
Geo. Fenwick & Co., Limited—\$50 per share, sellers.  
The West Point Buildings Co., Ltd.—\$53 per share, buyers.  
The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.  
The Labuk Planting Co., Ltd.—\$17 per share, buyers.  
The Jelebus Mining and Trading Co., Ltd.—\$7 per share, sellers.  
The Selama Tin Mining Co., Ltd.—\$31 per share, sellers.

The Shamen Hotel Co., Ltd.—\$5 per share, nominal.  
The Kowloon Land Investment Co., Ltd.—\$21 per share, sellers.

**EXCHANGE.**  
ON LONDON.—Bank, T. T. 3/6 1/2  
Bank Bills, on demand 3/6 1/2  
Bank Bills, at 30 days' sight 3/6 1/2  
Bank Bills, at 4 months' sight 3/6 1/2  
Credits at 4 months' sight 3/6 1/2  
Documentary Bills, at 4 months' sight 3/6 1/2  
ON PARIS.—Bank, T. T. 81  
Credits, at 4 months' sight 3/90  
ON INDIA, T. T. 22 1/2  
ON DEMAND 22 1/2  
ON SHANGHAI.—Bank, T. T. 72  
Private, 30 days' sight 73

## OPIUM MARKET.—THIS DAY.

JLD MAIWA, per picul .....\$600  
(Allowance, Tals 80).  
NEW HATNA, (without choice) per chest .....\$517  
NEW HATNA, (best choice) per chest .....\$520  
NEW HATNA, (bottom) per chest .....\$525  
NEW HATNA, (second choice) per chest .....\$525  
NEW HATNA, (without choice) per chest .....\$517  
NEW HATNA, (bottom) per chest .....\$510  
NEW HATNA, (best quality) per picul .....\$550  
JLD PERSIAN, (best quality) per picul .....\$500  
JLD PERSIAN, (second quality) per picul .....\$475

## MAILS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. S. N. Co.'s steamer *Rohilla*, with the outward English mail, left Singapore on the 13th instant at 10 a.m., and may be expected here on or about the 18th.

**THE INDIAN MAIL.**  
The Indo-China S. N. Co.'s steamer *Wing-sang*, from Calcutta, left Singapore on the 15th instant, and is expected here on the 21st.

**THE CANADIAN MAIIS.**  
The Canadian Pacific steamer *Abyssinia*, with the Canadian mails, from Vancouver, left Yokohama on the 14th instant for Kobe and Hongkong.

The Canadian Pacific steamer *Batavia*, with the Canadian mail, left Vancouver on the 9th instant for Yokohama and Hongkong.

## STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Nestor* from Liverpool, left Singapore on the 9th instant, and is expected here on the 15th.  
The P. & O. S. N. Co.'s extra steamer *Shanghai*, from London, left Singapore on the 12th instant at 5 p.m., and is expected here on the 18th.

The 'Union' line steamer *Northern*, from Antwerp and Hamburg, left Singapore on the 9th instant, and is expected here on the 15th.  
The Ocean Steamship Co.'s steamer *Histor*, from Liverpool, left Singapore on the 14th instant, and is expected here on the 20th.

## Shipping.

## ARRIVALS.

CHIYUEN, Chinese steamer, 1,211, C. R. Null, 14th August, Whampoa 14th August, General—P. & O. S. N. Co.  
BENLAVER, British steamer, 1,513, Alex. Webster, 15th August, Amoy 14th August, General—Gibb, Livingston & Co.  
EISE, German steamer, 747, M. Jensen, 15th August, Haiphong 12th August, and Hoihow 14th, General—A. R. Marty.  
HESPERIA, German steamer, 1,136, L. Madsen, 15th August, Hamburg, via Singapore 9th August, General—Siemssen & Co.  
SUNGKIANG, British steamer, 994, G. H. Glasson, 15th August, Swatow 14th August, General—Butterfield & Swire.

## CLEARANCES AT THE HARBOUR OFFICE.

CHIYUEN, Chinese steamer, for Amoy, &c. *Taiyang*, British steamer, for Swatow, &c. *Port Fairy*, British steamer, for Kobe, &c.

## DEPARTURES.

August 14, *Fushun*, Chinese str., for Whampoa.  
August 14, *Freja*, Danish steamer, for Macao.  
August 15, *Antion*, German steamer, for Hoihow, &c.  
August 15, *Bellerophon*, British steamer, for Shanghai.  
August 15, *Yangtze*, British steamer, for Saigon and Marseilles.  
August 15, *Taiyang*, British str., for Swatow, &c.  
August 15, *Ironadaddy*, French str., for Shanghai.  
August 15, *Chiyuen*, Chinese str., for Amoy, &c.  
August 15, *Port Fairy*, British steamer, for Kobe, &c.  
August 15, *Hanchow*, British steamer, for Foochow.

## PASSENGERS—ARRIVED.

Per *Eise*, str., from Haiphong, &c.—Mrs. Behanmy, Mr. Liehenthal, and 24 Chinese.  
Per *Hesperia*, str., from Singapore, &c.—240 Chinese.  
Per *Sungkiang*, str., from Swatow—54 Chinese.

## DEPARTED.

Per *Yangtze*, str., from Hongkong for Saigon. 2 Chinese. For Singapore.—Mr. Conner, and 17 Chinese. For Colombo.—Capt. in G. Collins. For Marseilles.—Mr. and Mrs. F. de Bovis, 3 children and 2 European servants. Mr. and Mrs. Bourne, Messrs. Ledue, Wing Kee, W. Ohlner, Cause, Bouche, and Deuraud. From Shanghai for Saigon.—Messrs. Charnor, de Hemouville, and 2 Europeans. For Singapore.—Mr. A. Thurburn. For Aden.—Mr. A. Sampson. For Alexandria.—Mr. W. Martin. For Marseilles.—Messrs. J. A. Hayes, P. W. Aldis, G. E. Gardner, F. S. Deacon, Chaille, Long, H. Baker, Epoff, J. Robert, G. Wallace, and J. Hodgkinson. From Yokohama.—Messrs. C. Yeto, J. Aladi, and B. Fontes.

Per *Ironadaddy*, str., from Hongkong for Shanghai.—Mr. and Mrs. Vouillemont, Messrs. G. Guerrier, Foukoumoto, Orell, Giraud, and d'Aquino. From Marseilles.—Mr. Yun Kouec. From Saigon.—Mr. Lamblich. From Marseilles for Yokohama.—Messrs. Ito, Shimada, and Arakawa. From Colombo.—Messrs. Moseley and Wedderspoon. From Singapore.—Mrs. An's, Miss Francis Haron, Major Heygate and S. S. Doi. From Saigon.—Mr. and Mrs. Dabernard, Mrs. Pillas, Messrs. Justin and Vallance.  
Per *Port Fairy*, str., for Kobe.—Mr. and Mrs. Macleod, and Mrs. U. Koyoson. For Yokohama.—Mrs. J. W. Powell, and Mrs. Ederschmidt and servant. For Pacific Coast Ports.—63 Chinese. For London.—Mr. G. T. Tickell.

## REPORTS.

The British steamship *Bentlawers* reports that she left Amoy on the 14th instant. Had moderate south-east winds and squally weather to Lamoucks; thence to port had strong winds and thick rainy weather with high cross sea. The British steamship *Sungkiang* reports that she left Swatow on the 14th instant at 6 p.m. Experienced moderate to strong southerly winds and heavy rain squalls from the south-west, with heavy southerly sea and dark threatening appearance of the weather. The steamship *Formosa* put back to Swatow for shelter.

The German steamship *Hesperia* reports that she left Hamburg, and Singapore on the 9th instant. From Paracels to port had strong southerly gales with high irregular seas and much rain.

## Post Office.

**A MAIL WILL CLOSE**  
For Swatow and Amoy.—Per *Chang Hye Ting*, tomorrow, the 16th instant, at 9.30 A.M.  
For Swatow, Amoy, and Taiwan.—Per *Thales*, to-morrow, the 16th instant, at 9.30 A.M.  
For Amoy and Manila.—Per *Diamante*, to-morrow, the 16th instant, at 3.30 P.M.  
For Saigon.—Per *Ashington*, to-morrow, the 16th instant, at 5.00 P.M.  
For Ningpo and Shanghai.—Per *Amoy*, on Saturday, the 17th instant, at 3.30 P.M.  
For Swatow, Singapore, and Bangkok.—Per *Chowfa*, on Saturday, the 17th instant, at 5.00 P.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

ACTIVA, German steamer, 389, Wulff, 6th Aug., 11.00 and August, Ballast.—Wieler & Co.  
ASAGO, Japanese steamer, 1,568, N. Trennt, 13th August, Nagasaki 8th August, Coals. Mitsui Bussan Kaisha.  
ASHINGTON, German steamer, 809, Zindel, 5th August, 11.00 31st July, Ballast.—Siemssen & Co.  
BENARTY, British steamer, 1,111, Le Boutillier, 11th August, Kobe 4th August, Coal and General—Gibb, Livingston & Co.  
CHEANG HYE TENG, British steamer, 923, Scott, 14th August, Singapore 6th August, and Hoihow 12th, General—Ban Hin.  
CHOWFA, British steamer, 1,050, F. W. Phillips, 11th August, Bangkok 5th August, General—Yuen Fat Hong.  
DEWAWON, British steamer, 1,057, P. H. Loff, 13th August, Bangkok 8th August, General—Yuen Fat Hong.

DIAMANTE, British steamer, 114, G. Taylor, 12th August, Manila 10th August, General.—Russell & Co.  
FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.  
GAEJIC, British steamer, 4,205, W. G. Pearne, 12th August, San Francisco 20th July, and Yokohama 7th August, Mails and General.—O. & S. S. Co.

GHAEZER, British steamer, 1,764, A. Scotland, 6th August, Kobe 2nd August, Coals and General—Gibb, Livingston & Co.  
HAILOON, British steamer, 783, J. S. Roach, 9th August, Tamsui 5th August, Amoy 7th, and Swatow 8th, General.—D. Lapraik & Co.

MIKKE MARU, Japanese steamer, 2,280, Sommers, 13th August, Kutchinotzu 8th Aug., Coals.—Mitsui Bussan Kaisha.  
MILLFIELD, British steamer, 1,400, Chas. Kirby, 6th August, Cardiff 21st June, Coal.—Borneo Co.

MONGKUT, British steamer, 866, Jas. Fowler, 13th August, Bangkok 8th August, and Hoihow 12th, Rice and General.—Yuen Fat Hong.  
MONSIEUR, British steam-yacht, 118, W. Juad, 28th July, Southampton 18th April, Ballast.—Captain.

NIEBSTEIN, German steamer, 760, Frerichs, 13th August, Whampoa 13th August, General.—Yu Wo Long.  
NIZAM, British steamer, 1,615, J. F. Creery, 12th August, Bombay 25th July, and Singapore 5th August, General.—P. & O. S. N. Co.

PILOT 128, British steamer, 164, A. Stopani—Hongkong and Whampoa Dock Co.  
POLARIS, German steamer, 869, Hellmerge, 12th August, Odessa, and Singapore 4th Aug., General.—Melchers & Co.

PROBONIS, British steamer, 1,387, G. Heasley, 9th August, Nagasaki 4th August, Coals and General.—Mitsui Bussan Kaisha.  
THALES, British steamer, 820, Hunter, 13th August, Taiwan 8th August, Amoy 9th, and Swatow 12th, General.—D. Lapraik & Co.

SOCHOW, British steamer, 327, Rowin, 11th August, Pakhoi 8th August, and Hoihow 9th, General.—Chinese.  
THIBET, British steamer, 1,671, C. F. Preston, 14th August, Yokohama 3rd August, Mails and General.—P. & O. S. N. Co.

TIVERTON, British steamer, 1,743, R. White, head, 15th June, put back.—Adamson, Bell & Co.

## SAILING VESSELS.

ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June, New York 4th Dec., Petroleum.—Order.  
AMPHITRITE, German ship, 1,814, A. Bower, 15th July, Cardiff 6th March, Coal.—Order.  
AUSTRALIA, British bark, 930, Wm. Harris, 11th June, Manila 31st May, Ballast.—Order.  
CHARGE, American ship, 1,379, D. S. Goodell, 28th June, San Diego, Cal., 18th April, Ballast.—Russell & Co.

COMET, German ship, 1,663, R. Krippner, 21st July, Cardiff 15th March, Coals.—Melchers & Co.  
CONQUEROR, American ship, 1,540, A. D. Lohr, 17th June, Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.

ERIKHON, Chinese bark, 457, Opium Examina-tion, 1st June, Stoncutters' Island.—Chinese Customs.  
GUSTAV OSCAR, German bark, 1,352, L. Le-mann, 4th July, Cardiff 25th Feb., Coal.—Melchers & Co.

HAYDN BROWN, British bark, 821, C. H. Havener, 21st July, Hoihow 12th July, Ballast and Sapanwood.—Captain.  
HEDVIG, British bark, 376, N. S. Soderman, 3rd August, Tientsin, 6th July, Bones.—Butterfield & Swire.

IRINA, American bark, 467, James W. Yates, 11th July, Newcastle, N.S.W., 10th May, Coal.—Geo. R. Stevens & Co.  
ITON, French bark, 564, F. Reynier, 7th June, Honolulu 20th April, General.—Melchers & Co.

JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June, Newcastle, N.S.W., 16th April, Coal.—Butterfield & Swire.  
MARIE TAYLOR, British ship, 1,298, C. E. Dusha, 2nd June, Cardiff 6th December, Coal.—Melchers & Co.

MARTHA DAVIS, American bark, 823, Pendleton, 13th June, Tientsin 28th April, Ballast.—Russell & Co.  
NARWHAL, British ship, 1,337, Weston, 4th June, Kobe 12th May, Coal.—Adamson, Bell & Co.

OMEGA, British bark, 480, Brown, 2nd August, Yokohama 4th June, Ballast.—Order.  
OSCAR MOORE, German bark, 360, C. Boysen, 3rd August, Keelung 15th July, Coal.—Chinese.

RICHARD PARSONS, American bark, 1,116, W. F. Thordike, 7th June, Newcastle 17th April, Coal.—Wieler & Co.  
SEA WITCH, American ship, 1,289, Chas. H. Tabbot, Newcastle, N.S.W., May 21st, Coal.—Captain.

VELOCITY, British bark, 490, R. Martin, 20th May, Honolulu 28th March, General.—Reuter, Brockelmann & Co.  
VIGILANT, American ship, 1,793, Wm. H. Gould, 2nd July, Amoy 30th June, Kerosene Oil.—Russell & Co.

| STEAMERS EXPECTED IN HONGKONG. |           |             |                         |
|--------------------------------|-----------|-------------|-------------------------|
| STEAMERS.                      | FROM.     | DATE DUE.   | AGENTS.                 |
| Hesperia                       | Hamburg   | August 15th | Siemssen & Co.          |
| Northern                       | Hamburg   | August 15th | Russell & Co.           |
| Nestor                         | Liverpool | August 15th | Butterfield & Swire.    |
| Rohilla                        | London    | August 15th | P. & O. S. N. Co.       |
| Shanghai                       | London    | August 15th | P. & O. S. N. Co.       |
| Hector                         | London    | August 20th | Butterfield & Swire.    |
| Abyssinia                      | Liverpool | August 20th | Adamson, Bell & Co.     |
| Wingsang                       | Calcutta  | August 21st | Jardine, Matheson & Co. |

| STEAMERS LOADING IN HONGKONG. |           |                         |                       |
|-------------------------------|-----------|-------------------------|-----------------------|
| DESTINATION.                  | VESSELS.  | AGENTS.                 | DATE OF LEAVING.      |
| London, &c., via Suez Canal   | Ganges    | P. & O. S. N. Co.       | Aug. 24th, at noon.   |
| London (direct)               | Shanghai  | P. & O. S. N. Co.       | About Sept. 14, noon. |
| London, via Suez Canal        | Diomed    | Butterfield & Swire.    | August 21st.          |
| Bremen, via Ports of Call.    | Beiholder | Gibb, Livingston & Co.  | About August 22nd.    |
| Havre and Hamburg             | Preussen  | Melchers & Co.          | Aug. 28th, at 4 p.m.  |
| San Francisco, via Ythama     | Electra   | Siemssen & Co.          | Aug. 19th, at noon.   |
| Vancouver, B.C., via F.C.     | Gaelic    | Pacific Mail S. Co.     | Sept. 19th, at 1 p.m. |
| Australian Ports, via F.C.    | Chace     | O. & S. S. Co.          | Aug. 26th, at 1 p.m.  |
| Straits and Bombay            | Goelpara  | Adamson, Bell & Co.     | Aug. 26th, at noon.   |
| Yokohama, Kobe, &c.           | Thibet    | Gibb, Livingston & Co.  | Quick despatch.       |
| Kobe                          | Nestor    | Jardine, Matheson & Co. | About August 17th.    |
| Tientsin                      | Nizam     | P. & O. S. N. Co.       | Aug. 10th, at noon.   |
| Shanghai                      | Asago     | Butterfield & Swire.    | August 17th.          |
| Shanghai, via Amoy            | Sungkiang | P. & O. S. N. Co.       | Aug. 20th, daylight.  |
| Shanghai, via Swatow          | Rohilla   | P. & O. S. N. Co.       | About Aug. 19th.      |
| Ningpo and Shanghai           | Hector    | Butterfield & Swire.    | Quick despatch.       |
| Manila, via Amoy              | Taiyang   | Butterfield & Swire.    | Aug. 22nd.            |
| Swatow, Amoy, &c.             | Chow Fa   | Jardine, Matheson & Co. | To-morrow, at 3 p.m.  |
|                               | Thales    | Russell & Co.           | Aug. 17th, at 4 p.m.  |
|                               |           | Yuen Fat Hong           | To-morrow, at 4 p.m.  |
|                               |           | Douglas Lapraik & Co.   | Aug. 18th, daylight.  |
|                               |           |                         | To-morrow, at 10 a.m. |

## Intimations.

**HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.**  
**TIME TABLE.**  
**WEEK DAYS.**  
8 to 10 A.M. every quarter of an hour.  
12 to 2 P.M. every half hour.  
4 to 8 P.M. every quarter of an hour.  
**THURSDAYS.**  
NIGHT TRAMS at 10.10 and 11 P.M.  
**SUNDAYS.**  
10.40 A.M.; 12 to 1.30 P.M. every quarter of an hour.  
4 to 8 P.M. every quarter of an hour.  
9, 10, 10.30, 11 P.M.  
Special Cars may be obtained on application to the Superintendent.  
Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.  
MACEVEN, FRICKEL & Co., General Managers.  
Hongkong, 1st May, 1889. [519]

**NOTICE.**  
**JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.**  
**JEY'S WOOD PRESERVER OR ANTISEPTIC PAINT.**

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices, Extra Special terms for Shipping and large Orders.  
Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says  
"It is the best Disinfectant in use."  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 19th June, 1888. [12]

**A. G. GORDON & CO., LIMITED.**  
**ENGINEERS, LAUNCH BUILDERS, GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.**

WORKS: BOWRINGTON, EAST POINT.  
OFFICE: CORNER OF PEDDER STREET AND PRAYA.  
**STEAM LAUNCH COMPANY, LIMITED.**  
Hongkong, 1st May, 1889. [42]

**NOTICE.**  
**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**  
**SHIPMASTERS AND ENGINEERS**  
Are respectfully informed that, if upon their arrival in this Harbour, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.  
In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.  
D. GILLIES, Secretary.  
Hongkong, 21st August, 1889. [124]

**FOR SALE.**  
**AT WHOLESALE PRICES.**  
**SACCONES' SHERRY, PORT, CLARET, HOCK, BRANDIES, WHISKY, MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES, SCALES, PAINTS, OILS, VARNISH, BICYCLES, AND TRICYCLES, SODA WATER MACHINERY, JEY'S SANITARY COMPOUNDS.**  
Apply to  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 19th June, 1888. [76]

**CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.**  
Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Voigtlander and Sohn's CELEBRATED PERRA'S GLASSES, MARINE GLASSES, and STYGLASSES.  
No. 2, Queen's Road Central. [774]

**NOTICE.**  
**THOMAS KERR & Co.**  
**ENGINEERS, BOILER-MAKERS, AND CONTRACTORS, YAU-MA-TI ENGINEERING WORKS, Kowloon.**  
Hongkong, 6th June, 1889. [703]

**HONGKONG TIMBER YARD, WANCHAI.**  
**OREGON PINE SPARS and LUMBER**  
Always on Hand.  
L. MALLORY.  
Hongkong, 24th June, 1889. [713]

**Dr. Knorr's ANTIPIRYNE.**  
(Dose for Adults 15 to 35 grains Troy).  
IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.  
Supplies constantly on hand at JUSTUS LEMBEKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!  
Hongkong 29th May, 1889. [139]

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